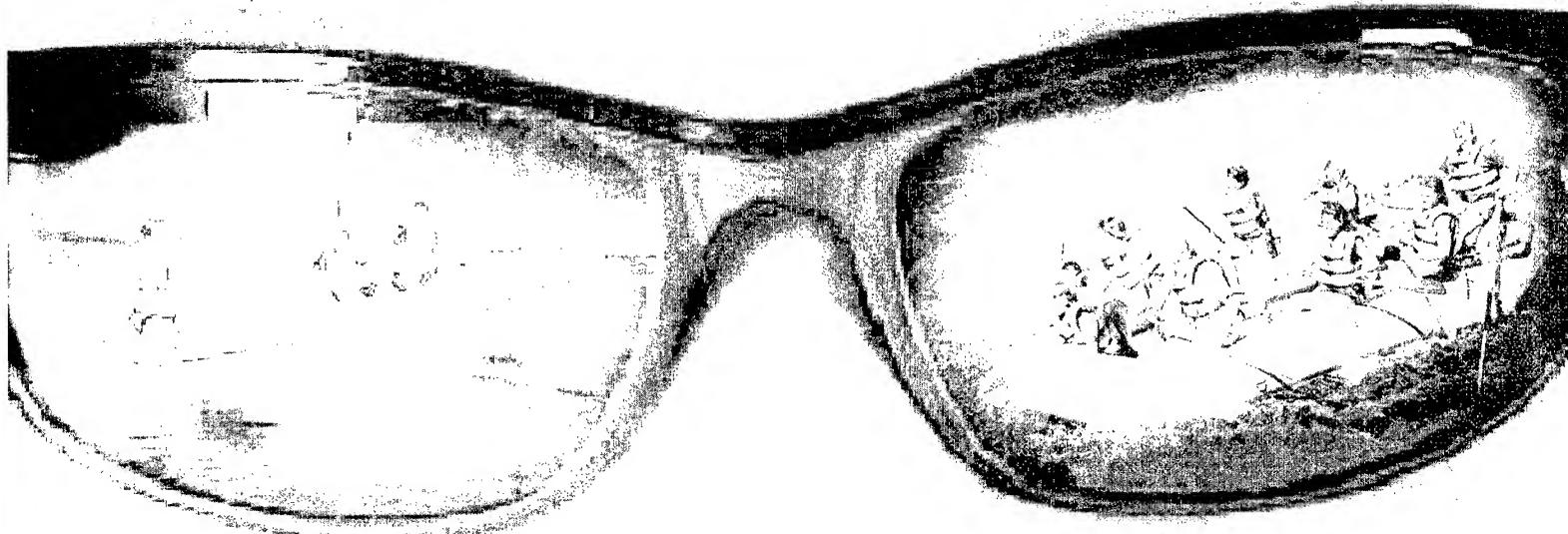


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COUNTERMEASURE

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101 Days of Summer
A Deadly Time of the Year

ARMY GROUND RISK-MANAGEMENT PUBLICATION

COUNTERMEASURE

JUNE 2001

VOLUME 22 NO 6

The Official Safety Magazine for Army Ground Risk Management

In this issue...

The summer vacation season, particularly the time between Memorial Day weekend and Labor Day weekend, brings about a myriad of hazards that require attention to ensure accident prevention plans are in place. During this "101 Days of Summer," soldiers and their family members will be exposed to heat injuries, drowning, boating and swimming accidents, as well as privately owned vehicle accidents. These summer accidents present a challenge that deserves the utmost care and preparation. Read the articles, make copies, and pass them on to your soldiers and family members. Put copies in familygrams or have your base newspaper reprint them. Spread the word—it could help save someone's life.



Getting Your Vehicle Ready For Summer

Before traveling to your vacation destination this summer, make sure your vehicle is road worthy. Follow these tips for a smooth drive down the highway.

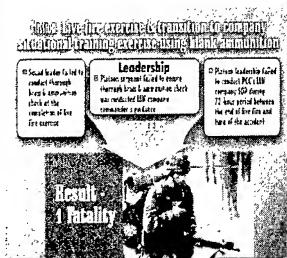
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Boating Rules of the Road

Many soldiers and their dependents are killed or seriously injured in boating accidents every year. The majority of accidents would not have happened if the victims had taken the time to follow the rules.



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Investigators' Forum

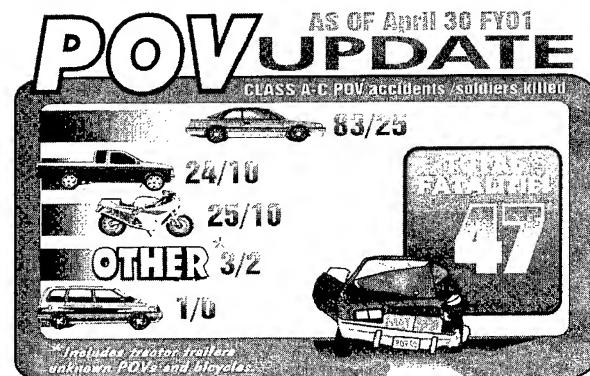
Live ammo is introduced into a force-on-force MILES exercise, resulting in a soldier's death. Read how this force-on-force exercise suddenly turned into disaster.

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Gene M. LaCoste

Gene M. LaCoste
Brigadier General, U.S. Army
Commanding Officer

Summer Safety

Summer is finally here. With extended daylight hours and warmer temperatures, we will spend more time traveling and participating in outdoor activities. Whether we're driving cross-country, traveling to the beach, or visiting friends locally, take a few minutes to plan ahead. Remember there will be more vehicles on the road than normal.

If you add fast-changing weather conditions, congested roadways, fatigue, impatience, and drunk and/or speeding drivers—you have a recipe for an accident waiting to happen.

Did you know that more people are killed in accidents during the period of June through August than in any other quarter of the year? Statistics also show an increased likelihood that some soldiers will be injured or killed in auto accidents, heat stress injuries, burned from fireworks or barbecuing, or drowned while boating and swimming.

These accidents are preventable. Prevention starts with a strong safety program—one with assertive leadership and command intervention. Supervisors must maintain an effective safety campaign throughout the summer and brief the following information as many times as necessary.

■ **Traveling.** Soldiers must be counseled on safe driving procedures. Those who plan to travel should ensure vehicles are prepared for the trip. Before 4-day weekends, recommend the chain of command perform safety checks on soldiers' vehicles. These checks are vital to the safety of our soldiers. Don't just go through the motions—really look those vehicles over.

- Fatigue is the number one killer of our soldiers. Instruct soldiers to get plenty of rest before a trip. Stop for rest breaks every 2 hours.

- Speed kills. Plan ahead and don't rush. Observe the posted speed limits. Decrease/adjust speed based on conditions (weather/traffic).

- Seatbelts save lives. Why is it that there appears to be a stubborn resistance to the wearing of seatbelts? It is a factor in most of

our fatalities, on- and off-duty.

- Do not drive under the influence of alcohol. Supervisors should ensure all soldiers are aware of the consequences of drinking and driving, such as Article 15 or possible court martial and possible discharge action—not to mention the risk of injuring or killing oneself, loved ones or others. Instruct soldiers to plan ahead and provide a designated driver. Establish and maintain a list of designated drivers and taxi phone numbers. Keep the list handy and use it!

Prevention starts with a strong safety program—one with assertive leadership and command intervention.

profuse perspiration. To prevent heat stress injuries, drink plenty of water before, during, and after activity. Go to the nearest shaded or cool place and sit or lie down. If symptoms are not relieved in a few minutes, seek medical attention immediately. (See April 2001 issue of *Countermeasure* for more information on heat stress).

- **Water activities.** Whether it is a dip in the backyard pool or a swim in the ocean, always follow the rules on water safety (see boating and swimming articles in this issue).

- **Fireworks.** Play it safe and let the experts at a public display set off the fireworks.

- **Barbecuing.** Keep the barbecue grill a safe distance from the house or flammable materials. Always have a fire extinguisher or a water hose ready in case the fire gets out of control. Keep children and pets away from grill. Never start the grill with gasoline. Never leave the fire unattended.

Be prepared for the hazards of summer. Don't let safety be an afterthought when planning a vacation or that weekend getaway. Take a few minutes to consider your safety as well as your family's. Commit to making this summer free of injuries and needless tragedies. It can mean the difference between life and death. Have a safe summer.

Mission First, Safety Always!

Paula Allman

Driving Tips to Arrive Alive

In the first half of FY01, the number of Class A privately owned vehicle (POV) accidents within the Army was reduced nearly 30 percent from the previous year. At the mid-point of last year, the Army reported 57 Class A POV accidents compared to 42 reported this year. The reduction in these accidents is good news; however, we are still having too many preventable POV accidents.

The Safety Center analyzed all Class A POV accidents occurring this year and found no surprises in the types of accidents. Driving while fatigued was the number one cause of accidents, followed by excessive speed. Both have historically been two of the top reasons for POV accidents.

Fatigue

One soldier planned on riding his motorcycle throughout the night to his next duty station. What he did not plan on was falling asleep while riding. Unfortunately, that is exactly what happened. At approximately 0500, he completely missed a curve in the road, went through a guardrail, and struck a concrete pole. The soldier was killed instantly.

Countermeasures

■ **Get sufficient sleep prior to a long drive.** Adequate sleep is more effective in keeping a driver alert than any other measure. Don't plan a long trip immediately following a full workday.

■ **Limit your driving between midnight and 0600.** Your body is normally asleep during this time period, not driving.

■ **Plan for rest stops.** At a minimum, plan for 15 minutes of rest for every 2 hours of driving. If you are even slightly tired, plan for a break every hour.

■ **Stop driving when you are tired;** find a hotel or place to rest, or let someone else drive who is rested.

If another driver is unavailable to take over—

■ **Take a break for a short nap.** A 15-20 minute nap has been shown to improve alertness even among sleep-deprived test subjects.

■ **Don't rely on caffeine to get you to your destination.** Caffeine only has a short-term effect on alertness. If you are relying on caffeine to finish a trip, you are raising your risk factors to unacceptable levels.

Speed

Driving too fast can lead to equally disastrous results. One soldier was going too fast on an expressway off-ramp. The vehicle began to slide until it struck the guardrail, causing the vehicle to rollover several times. During this sequence, the driver was ejected from the vehicle and killed. The driver was not wearing his seatbelt. Driving too fast caused the accident; not wearing a seatbelt cost him his life.

Countermeasures

■ **Slow down.** Don't be in a hurry to be the next Army accidental fatality.

■ **Use your seatbelt.** This is your last line of defense to save your life if you have an accident. AR 385-55, *Prevention of Motor Vehicle Accidents*, requires seatbelt use whenever operating a motor vehicle, both on- and off-post.

■ **When driving a motorcycle,** wear all the required safety equipment, particularly the helmet. Although some states do not have helmet laws, AR 385-55 requires Army personnel to wear a Department of Transportation-approved helmet whenever operating or riding a motorcycle.

Historically, the summer months are the worst months for POV accidents. Soldiers will be taking leave and driving home or to vacation spots with the family. Warm weather and longer days increase the number of motorcycles on the roads. While you are driving this summer, keep in mind the lessons learned by others driving the first half of this year. Don't drive when you are tired, and slow down so that you arrive safely. We still have a long way to go until the end of FY01. Make a commitment to drive and ride safely every time you get in a vehicle.

**POC: MAJ Dave Hudak, Operations Research/Systems Analysis Division, DSN 558-2075 (334-255-2075)
hudakd@safetycenter.army.mil**

Getting Your Vehicle Ready For Summer

Summer's heat, dust, and stop-and-go traffic will take its toll on your car or truck. You can lessen the odds of mechanical failure through periodic maintenance. Your vehicle will last longer, have a higher resale value, and you can survive summer trips unscathed—physically and financially.

Some of the following tips are easy to do; others require an auto mechanic.

■ **Cooling system.** The greatest cause of summer breakdowns is overheating. Completely flush the cooling system and refill it every 2 years. Periodically check the level, condition, and concentration of the coolant. (Mechanics usually recommend a 50/50 mix of antifreeze and water.) Never remove the radiator cap until the engine has thoroughly cooled.

■ **Air conditioning.** Have the system examined by a qualified technician. A marginally operating system will fail in hot weather.

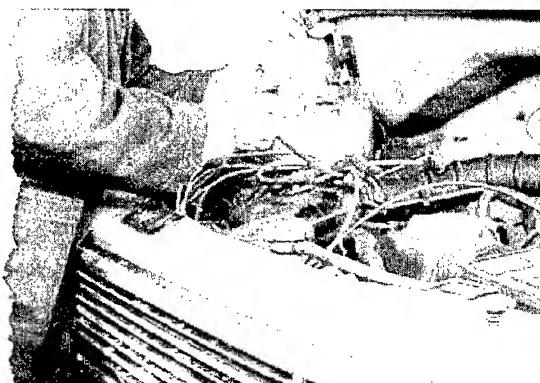
■ **Hoses and belts.** Inspect radiator hoses for cracks, wear, and leaks. Replace any that show wear. Do the same for belts.

■ **Oil.** Change your oil and oil filter as specified in your owner's manual—more often (every 3,000 miles) if you make frequent short jaunts, extended trips with lots of luggage, or tow a trailer.

■ **Engine performance.** Replace other filters (air, fuel, etc.) as your manual recommends—more often in dusty conditions. Correct drive problems (hard starts, rough idling, stalling, diminished power) at a reputable shop.

■ **Windshield wipers.** A dirty windshield causes eye fatigue and can pose a safety hazard. Replace worn blades and keep your windshield-solvent tank filled.

■ **Lights.** Inspect all lights and bulbs. Replace burned-out bulbs, and periodically



clean dirt and insects from all lenses. To prevent scratching the lens, use a soft, dry rag.

■ **Tires.** Check tire pressure at least once a month. Do it while the tires are "cool," not right after pulling into a gas station or your driveway. Don't forget your spare tire, and be sure the jack is in good condition. Examine tires for tread life and uneven wearing. Check the sidewalls for cuts and nicks. If you have uneven tread wear or your car pulls to one side, you need an alignment. Rotate tires about every 5,000 miles.

■ **Brakes.** Inspect brakes as recommended in your owner's manual, or sooner if you notice pulsations, grabbing, noises, or longer stopping distances. Brake problems

should be corrected promptly.

■ **Battery.** Check battery fluid level monthly. For routine maintenance: Scrape away corrosion from posts and cable connections, clean all surfaces, and retighten all connections. Avoid contact with corrosive deposits and battery acid. Wear proper eye and skin protection while servicing or cleaning battery. If batteries are sealed or "maintenance-free," take it to an authorized battery service center.

■ **Emergencies.** Always have the following items on hand for safety and comfort: a windshield shade for reducing heat build-up inside the vehicle, a basic automotive tool kit, a gallon of water, a gallon of antifreeze, and an emergency kit containing a first-aid kit, flashlight with extra batteries, warning devices such as flares or reflective triangles, and jumper cables. Consider buying a cellular phone or citizens band radio for summoning help, but please pull off the road before using it.

POC: James "Al" Brown, USASC Traffic Safety Manager, DSN 558-3421 (334-255-3421), brownj@safetycenter.army.mil

Ten Commandments of Preventing Heat Injury

- 1. Provide adequate water and ensure water breaks are taken every 15 to 20 minutes. Do not exceed 1½ quarts per hour. Daily fluid intake should not exceed 12 quarts. Thirst is not an adequate indicator of dehydration. Alcohol, coffee, and soft drinks are not good substitutes for water. Do not use salt tablets!**
- 2. Ensure soldiers gradually adjust to working in the heat. Acclimatization is essential in preventing heat injuries.**
- 3. Schedule work/rest periods. Schedule heavy work for the cooler part of the day (morning or late afternoon). The body generates more heat when heavy work is being performed.**
- 4. Avoid overexertion. Use mechanical aids whenever possible. Assign tasks between several soldiers to reduce the stress on individuals.**
- 5. Use shaded areas: trees, buildings, and tents to reduce radiant heating. The temperature in the sun and under the canopy of a tree can vary from 8° to 20°F.**
- 6. Encourage use of sunscreens to protect exposed skin.**
- 7. Wear loose-fitting, lightweight, light-colored clothing. Do not layer clothing; more clothing increases the risk of heat injury. Consider the additional heat load from protective equipment—such as MOPP gear — when planning and scheduling activities.**
- 8. Monitor WBGT so the heat-stress index can be evaluated. Environmental conditions such as direct sunlight, humidity, and exposure to toxic agents add to heat stress. The wind reduces the amount of heat stress by increasing the evaporation of sweat.**
- 9. Train soldiers to recognize and treat heat injuries and encourage them to monitor each other for signs of heat stress.**
- 10. Conduct safety meetings to emphasize special heat injury prevention procedures. Be prepared to provide medical assistance.**

NOTE TO LEADERS: Reduce and laminate this heat prevention plan and keep for easy reference.

Survive The Boating Season With Risk Management

There are numerous hazards associated with recreational boating. If they are not reduced, the risks involved can be catastrophic. The most serious and common risk is drowning. Read on to learn ways to manage some of these risks.

1. Hazard: Falling overboard. For example, if you stand too close to the side of a boat in rough water without a life jacket.

Risk: Drowning. Nationwide statistics reveal 53 percent of boating accident victims drowned, 39 percent suffered trauma, and the remaining 9 percent died of other causes.

Controls: Wear your life jacket, be seated in rough water, and require others to do so.

2. Hazard: Operating a boat under the influence of alcohol/drugs.

Risks: Collision, swamping, or falling overboard resulting in sinking, injuries, or drowning. Also consider the result of arrest and punishment for boating under the influence (BUI). Nationwide, one-third of boating fatalities are alcohol related. It is illegal in all 50 states to operate a boat, or permit others to do so, while under the influence of alcohol, narcotics, or barbiturates. Penalties

are severe for those caught, even more so if an impaired operator kills or seriously injures someone.

Controls: Use non-alcoholic beverages. Operating a boat doesn't need an artificial stimulus to make it fun. Remember that intoxicated passengers can fall overboard too. A sober designated driver is the absolute minimum control for safe boat operation.

3. Hazard: Operating a boat during stormy weather.

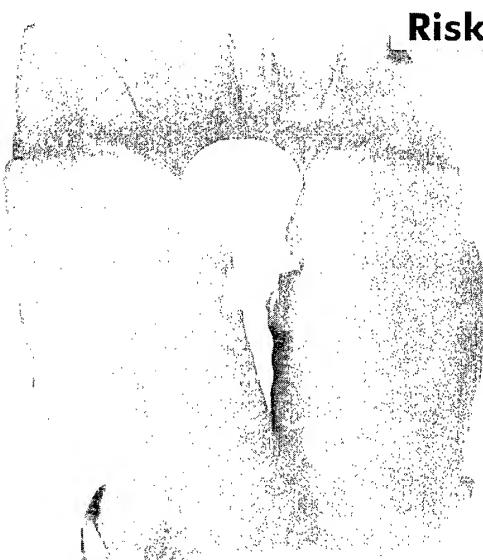
Risks: Swamping, falling overboard, lightning strike, or other events resulting in injuries, sinking, or drowning. By its very nature, weather is dynamic and constantly changing. The possibility of a thunderstorm during a boat outing is a serious hazard that absolutely needs your consideration.

Controls: Check current weather and the forecast before launching and heading out onto the water. Know before you go! If you're out on the water, at first sign of lightning or stormy weather, head for shore!

POC: George K. Greenauer, USASC Risk Management Integration Division, DSN 558-2913 (334-255-2913), greenaug@safetycenter.army.mil

Risk Management Pointers:

- Wear your life jacket.
- Don't boat and drink.
- Keep an eye on the weather and for traffic and obstacles.
- Consider taking a safe boating course to increase your boating knowledge, skills and abilities (and reduce your boat insurance premiums).



Boating Rules of the Road

Boats are no longer toys for only the rich and famous—many people can now afford them. And for those who can't or don't want to buy these toys for the water, they can rent them. Boaters share our lakes, bays, and rivers with other boaters, fishermen, swimmers, surfers, and skiers.

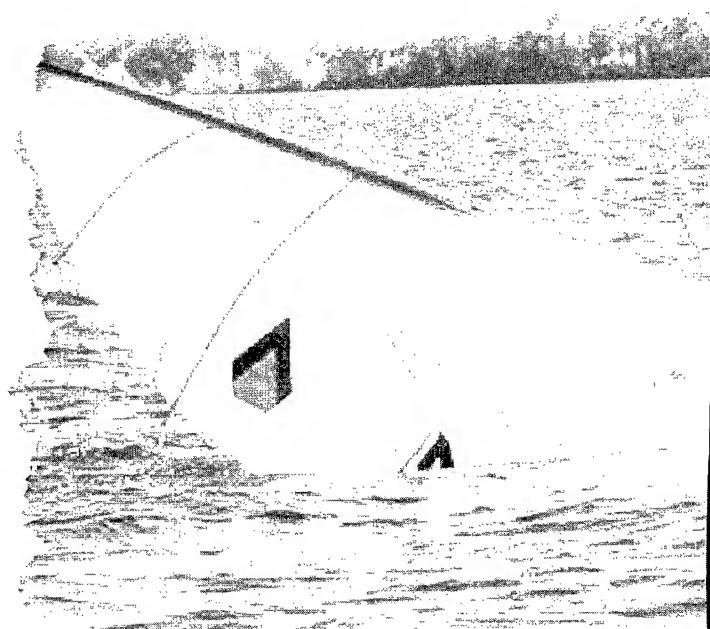
When you operate any boat or watercraft, you are the captain. You are legally in command and bound by the boating rules of the road, as well as the laws and traditions of safe boating.

Alcohol and boating

Research has shown that as little as 4 hours of exposure to sun, wind, glare, vibration, and other motion on the water produces "boater's hypnosis," a kind of fatigue that slows reaction time almost as much as if you were legally drunk.

For instance, a boater is just finishing his second beer. His BAC is only one-third of what would make him legally drunk. But he has boater's hypnosis, and by drinking only two beers during the last hour, he increases his chances of having an accident.

Alcohol can affect your judgment, motor skills, peripheral vision, depth perception, night vision, and balance. A "tipsy" person on an unstable, moving platform like a boat runs the risk of slipping on deck, stumbling down a gangway, or falling overboard. In the event of a fall overboard, alcohol may increase risk of cardiac arrest and will certainly reduce your body's ability to stay warm in cold water. Within minutes, you may not be able to call for help, swim to a float, or reach the boat or shore.



Waterskiing

Many skiers and boaters are not aware of the potential hazards of waterskiing and as a result, are hurt or even killed pursuing this recreational sport.

Each boat should be able to maintain a 200-foot-wide ski corridor (100 feet on either side of the boat). The entire skiing course should be at least 2,000 to 3,000 feet long to avoid constant turning and risky maneuvering. A minimum depth of 5 to 6 feet of obstacle-free water is necessary to keep the skis from dragging bottom during starts or hitting submerged obstacles, such as docks, pilings or stumps, during a fall.

Always have an observer in the boat. This is a legal requirement in many states. The boat driver cannot watch the skier and operate the boat safely



at the same time. Use hand signals to communicate between the skier and observer.

Always wear a Coast Guard-approved personal flotation device (PFD) designed for waterskiing. The Coast Guard does not recommend ski belts—they are not approved flotation devices and won't hold you upright.

Never ski in rough water. High waves or choppy seas will prevent the towboat from keeping a steady course and speed, to say nothing of the impact on the skis themselves.

Never ski after dark. Not only is it dangerous, it is illegal. Any boat traveling fast enough to tow a skier is traveling too fast to navigate safely at night.

Jet skis

The Coast Guard classifies jet skis as Class A inboard boats. That means they are subject to most of the same rules and regulations as any other powerboats. You must register them and have identification numbers. Each person on board is required to wear a PFD. Coast Guard and state rules also require you to have a fire extinguisher on board. Since these craft have no lights, their operation is limited to between sunrise and sunset.

Many jet skis have a lanyard connected to the start-stop switch. If your craft is equipped with such a switch, it won't start unless the lanyard is attached to it. Never start your engine without attaching the lanyard to your wrist or your PFD. If you fall off, the engine automatically stops so your craft won't travel far from you, and you can swim to it easily.

For more information on boating, the Coast Guard has a Boating Safety Hotline, 800-368-5647, Monday through Friday, 8 a.m. to 4 p.m. Eastern time. Hotline operators give callers information on boating recalls and take consumer complaints about possible defects. You can also get safety information and pamphlets about recreational boating. Visit their web site at <http://www.uscгboating.org/>.

Family Safety

Food for Thought!

Warm weather means cookouts, picnics, and barbeques. If conditions are right, bacteria will rapidly multiply within food. Consumption of contaminated food causes a spectrum of symptoms ranging from a mild upset stomach, to "Montezuma's Revenge," to occasionally even death.

It was a beautiful Saturday afternoon in June. SGT Smith took his family out for a picnic in the countryside. They packed fried chicken, potato salad, baked beans, coleslaw, and homemade chocolate cake. The Smith family enjoyed a wonderful picnic and came home around 1800. That evening, SGT Smith felt fine when he went to bed, falling asleep almost instantly.

About 1 hour later, he was awakened by a feeling of discomfort in the pit of his stomach. Things were moving around inside his stomach with a definite feeling of unease! He lay absolutely still and unmoving, thinking to himself that if he didn't move, perhaps it would go away. WRONG ANSWER! Twenty minutes later, SGT Smith took a mad dash to the bathroom. Between vomiting and diarrhea, he hugged and caressed the porcelain throne for over an hour!

This event is fictional, but similar ones occur countless times each year as people fall victim to what is commonly called food poisoning, and more properly called foodborne disease. Food poisonings usually are caused by bacteria, which live in and on most of our food. Proper preparation and serving practices kill these bacteria or make them harmless. But if food isn't handled properly, the bacteria survive, multiply, and end up causing anything from stomach cramps to death in rare cases.

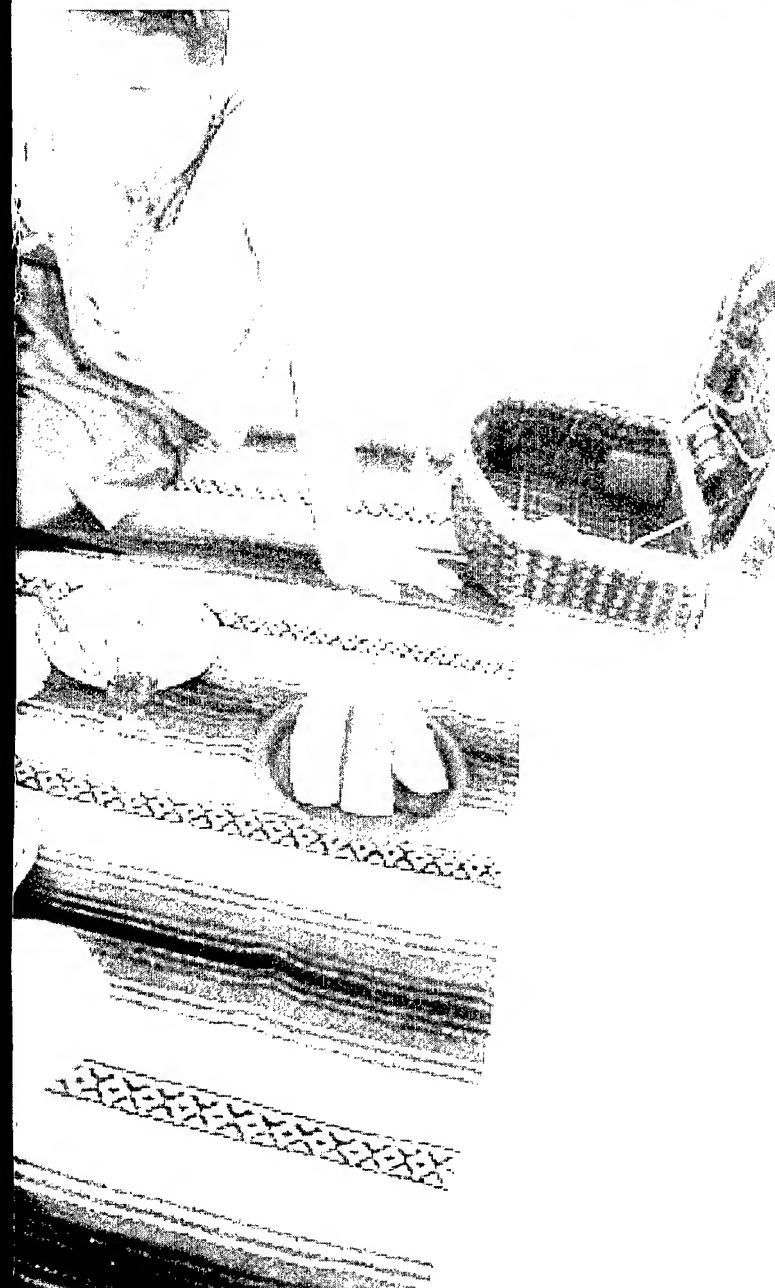
Stomach cramps, diarrhea, and nausea are classic symptoms of staphylococcal food poisoning and can develop a few hours to a few weeks after eating contaminated food. According to the U.S. Army Center for Health Promotion and Preventive Medicine, approximately six million cases of foodborne diseases are diagnosed each year, and many more cases go unreported.

Who is at risk?

Everyone is at risk for food poisoning. Most



cases occur in healthy individuals. Symptoms may be mild or severe, depending upon the degree of contamination and your body's natural immunity. People with chronic illnesses and a weakened immune system are at higher risk for foodborne diseases. Although food poisoning cases are seen all year round, the summer months are the prime time because bacteria multiply faster in warmer temperatures.



Picnic safety

Keep these rules in mind whenever you plan a picnic—

- **Keep foods such as chicken or potato salad in a cooler until you're ready to serve them to avoid spoilage.**
- **Use one cooler for beverages, and another for perishable foods (use cold packs and keep the cooler closed).**
- **Keep leftovers only if there is enough ice in your cooler to keep them cold for the**

ride home. Immediately put leftovers into the refrigerator when you get home. Before you serve them, make sure you reheat them thoroughly (minimum internal temperature of 165 degrees Fahrenheit (°F) to kill any bacteria that have grown).

Food safety tips

As a general rule: Keep food clean, cold, and covered. Food poisoning can be avoided on the hottest or coldest days of the year by taking these basic precautions.

■ **Wash your hands repeatedly.** Before preparing food and before handling a different food, wash your hands thoroughly with hot, soapy water and dry them with a clean paper towel. Keep hands away from your mouth, nose, and hair. If you have a cut or skin infection, wear rubber gloves. Wash your hands immediately after using the restroom or handling raw food.

■ **Keep all kitchen surfaces and utensils clean.** Clean the area where you will be preparing foods with hot water and antibacterial soap. It's best to use separate cutting boards for raw meats, vegetables, and fruit. Plastic cutting boards are generally easier to keep clean and sanitized.

■ **Avoid contact between raw foods and cooked foods.** After cooking meats, don't use the same serving tray or unwashed plate that held raw meat or poultry.

■ **Defrost and marinate raw meat and poultry in the refrigerator, not on the counter.** Set your refrigerator at 35-40°F, and your freezer at 0°F or lower.

■ **Cook foods thoroughly.** Cook red meat to 160°F and poultry to 180°F. Avoid eating raw eggs, raw shellfish, unpasteurized milk products and juices, and rare or undercooked meats. Never partially cook meats or casseroles one day and finish cooking them later.

■ **Do not take chances! If you suspect there is a problem, throw the food out.** Contaminated foods may contain some bacteria that produce toxins that are resistant to destruction even when the food is properly cooked or reheated.

Investigators' Forum

Written by accident investigators to provide major lessons learned from recent centralized accident investigations.

"No Brass/No Ammo, Sergeant!"

A mechanized infantry company deployed to a local training area to conduct a live-fire exercise (LFX). Following the exercise, the company (BLUFOR) conducted a situational training exercise (STX) supposedly using blank ammunition. Instead, a BLUFOR rifleman mistakenly loaded a magazine of live ammo, accidentally killing an opposing force (OPFOR) soldier.

What happened?

The company conducted several live-fire exercises culminating in a company LFX. Upon completion, the company commander instructed his platoons to clear all weapons and then move to the live fire tactical assembly area (TAA).

One infantry squad leader directed his squad to clear their weapons, and then he performed a brass and ammo check of the soldiers' trouser cargo pockets, load-bearing vests (LBVs), and ammo pouches. The squad then intentionally placed their magazines still containing live ammo back into their ammo pouches or LBVs for movement back to the TAA.

The platoon leader conducted a second check of the squad's weapons to ensure they were clear. After clearing all weapons systems, the company moved to the TAA.

At the TAA, the unit completed download and turn-in of live ammunition. The squad leader then conducted a visual inspection of the squad's magazines. This was only a cursory check, where the soldiers merely showed the squad leader their empty magazines. Neither the platoon sergeant nor the squad leader checked the soldiers or their ammo pouches/LBVs for brass and ammo. Consequently, one of the soldiers still had a 30-round magazine loaded with live ammo.

The next morning, the infantry squad was task-organized with another company to conduct an STX with MILES and blank ammunition against OPFOR. For approximately 72 hours, the company conducted STX lanes.

At the end of the 72-hour period, the platoon received a fragmentary order (FRAGO), directing the platoon to cross the line of departure at 2100 and destroy OPFOR in sector.

During movement, the platoon encountered an OPFOR anti-armor ambush, and the infantry squad dismounted the Bradley Fighting Vehicle (BFV) to engage. After remounting the BFV, a soldier, who had exhausted his blank ammunition, requested

and received a magazine from another squad member.

When the platoon encountered a second anti-armor ambush, they again dismounted the infantry squad to engage the OPFOR. Shortly after dismounting, the infantry squad encountered a lone OPFOR soldier. The soldier who received the magazine in the back of the BFV fired two rounds at the OPFOR soldier; at which time, the OPFOR soldier fell backward. Believing that the OPFOR soldier was "playing MILES games," the squad continued their mission.

After a moment, members of the OPFOR found the fellow OPFOR soldier lying on his back. Initially, the soldiers thought a tracked vehicle had driven over him because he was unresponsive with no apparent vital signs. The soldiers on the scene notified the chain of command, and in turn requested a MEDEVAC helicopter. The MEDEVAC transported the soldier to the hospital, where doctors pronounced him dead.

After the MEDEVAC helicopter departed the accident site, the soldier who had fired

After the MEDEVAC helicopter departed the accident site, the soldier who had fired two rounds cleared his weapon; at that time, he realized his weapon was loaded with live ammunition.

two rounds cleared his weapon; at that time, he realized his weapon was loaded with live ammunition. The soldier immediately notified his chain of command.

Why did it happen?

The company commander directed subordinate leaders to conduct thorough brass and ammunition checks at the live fire TAA. However, the squad leader was not thorough in his inspection, and the platoon sergeant failed to ensure that the squad leader complied with the commander's directive. Therefore, due to a lack of supervision, a member of the infantry squad mistakenly carried a magazine loaded with live ammunition from the live fire TAA to the STX.

During the approximately 72-hour period between the end of the LFX and the time of the accident, the platoon failed to conduct proper pre-combat checks (PCCs), which includes thoroughly checking magazines and other equipment.

The soldier in the infantry squad had received the magazine in the back of the BFV while moving under blackout conditions. Therefore, neither he nor the soldier that gave him the magazine was able to see that the magazine was loaded with live ammunition. He inserted the magazine into his weapon, and when his squad encountered the OPFOR soldier, he unknowingly fired two rounds of the live ammunition at the OPFOR soldier, fatally injuring him.

Countermeasures

■ After completing an exercise using live ammunition, ensure leaders conduct thorough brass and ammunition checks after all ammunition has been turned in.

■ Conduct proper PCCs during all phases of tactical operations.

■ Check, check, and recheck.

Now, go take care of your soldiers!

POC: Ground Systems and Accident Investigation Division, DSN 558-3562 (334-255-3562)

Mission: Live fire exercise & transition to company situational training exercise using blank ammunition

Squad leader failed to conduct thorough brass & ammunition check at the completion of live fire exercise.

Leadership

Platoon sergeant failed to ensure thorough brass & ammunition check was conducted IAW company commander's guidance.

Platoon leadership failed to conduct PCC's IAW company SOP during 72-hour period between the end of live fire and time of the accident.

OFFICERS
& NCOs

RESULT
Fatality



Oh, Say, Can You See?

Physical training, whether by troops in formation or by individuals, is a staple of Army life. It can also be a dangerous part of Army life on the roadway if traffic can't see you.

There are many hazards to consider as you risk manage physical training; for example, shoes, pack weight, route, weather, traffic, your physical condition, and visibility. Let's put the spotlight on visibility—

Consider visibility hazards carefully during application of the risk management process in planning troop marches and runs. AR 385-55, *Prevention of Motor Vehicle Accidents*, requires the following:

- Reduced speed limits that are enforced.
- Road guards with reflective equipment.
- Lights during periods of reduced visibility.

The regulation also requires appropriate fluorescent or reflective personal protective equipment for personnel exposed to traffic hazards whether or not in formation.

Similar to the Army's former physical fitness uniform (PFU), the new improved physical



fitness uniform (IPFU) doesn't meet the high-visibility apparel requirements alone. Both uniforms require the additional reflective vest or belt to ensure visibility by traffic. Additional safeguards may be needed in hours of darkness or in times of low visibility from weather or from other environmental conditions such as smoke from controlled burning or accidental fires.

The IPFU was announced by message DTG 051837Z Jul 00 to replace the PFU as a clothing bag item beginning in August 2000. It becomes mandatory 1 October 2003, the wear-out date for the PFU. The IPFU may be authorized by the commander for wear on- and off-duty, on and off the installation. Authorized accessories include reflective belts or vests.

Whether doing your PT alone, in formation, or in small groups, spotlight visibility—weather, time of day, season of the year, traffic conditions—is a hazard you can risk manage by wearing the right high-visibility apparel for the circumstances. **Be seen. Be safe.**

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No Recall On IPFUs

Reference Message, HQDA Washington DC, DALO-SMT, 101800Z Apr 01

There are some concerns regarding the effectiveness of the Improved Physical Fitness Uniform (IPFU) reflectivity; however, the reflectivity in the IPFU meets specification requirements and is not a defect. To clarify, there has not been, nor will there be, an IPFU recall. The IPFU was never intended to be a replacement, or used in lieu of the safety vest. PM-Soldier Equipment, in conjunction with U.S. Army Safety Center and the U.S. Army Physical Fitness School, will explore possible improvements to the uniform's reflectivity.

Any defective IPFU item should be returned to the Army Military Clothing Sale Store where purchased for replacement. There is a one-for-one warranty program for defective items.

POCs: Mr. Martin Fadden, DA DCSLOG, DSN 224-7348, martin.fadden@hqda.army.mil and MAJ Jacocks-Crevecoeur, PM Soldier, DSN 654-3844, jcrevecoeur@pmsoldier.belvoir.army.mil

New Requirements for M9 ACE

A Ground Precautionary Message (GPM-01-012) was just released by TACOM on the new requirements for the M9 Armored Combat Earthmover (ACE). What's the problem? First, the TM doesn't address seatbelts during the preventive maintenance checks and services (PMCS). What? A faulty seatbelt can deadline my vehicle? The answer is YES. Secondly, do your operators understand rollover procedures or how to identify potential hazards like blind spots? Be sure to read the GPM, train your soldiers, and aggressively enforce the latest standards. *Editor's note: Complete copies of safety messages are available on the Army Electronic Product Support Bulletin Board via the Internet web site at <http://aeprs.ria.army.mil/>.*

Hot Off the Press

Engineers, want a good reference to stay abreast of the latest concerns with cranes? Try the Navy Crane Center's website, <http://ncc.navfac.navy.mil>, for the latest "boom" in the crane world. Several issues have recently surfaced with the wide variety of cranes that are in the field. This site has it all—from tires to turntables, and it also provides a resource for accident prevention videos.

The Navy Crane Center also produces "The Crane Corner," a monthly publication that covers lessons learned from the most recent accidents, safe operation and training. You can keep up-to-date with the latest technology,

share this information with your leadership, and continue to provide a safe environment for our soldiers to train in.

You can also check out the following website:

http://www.tacom.army.mil/dsa/pmtaws/cbt_spt/m9ace/m9news23.doc, for the April 2001 issue of "News-N-Views." ACE operators need to reference this often for the latest information on modifications to their vehicles that are in progress now.

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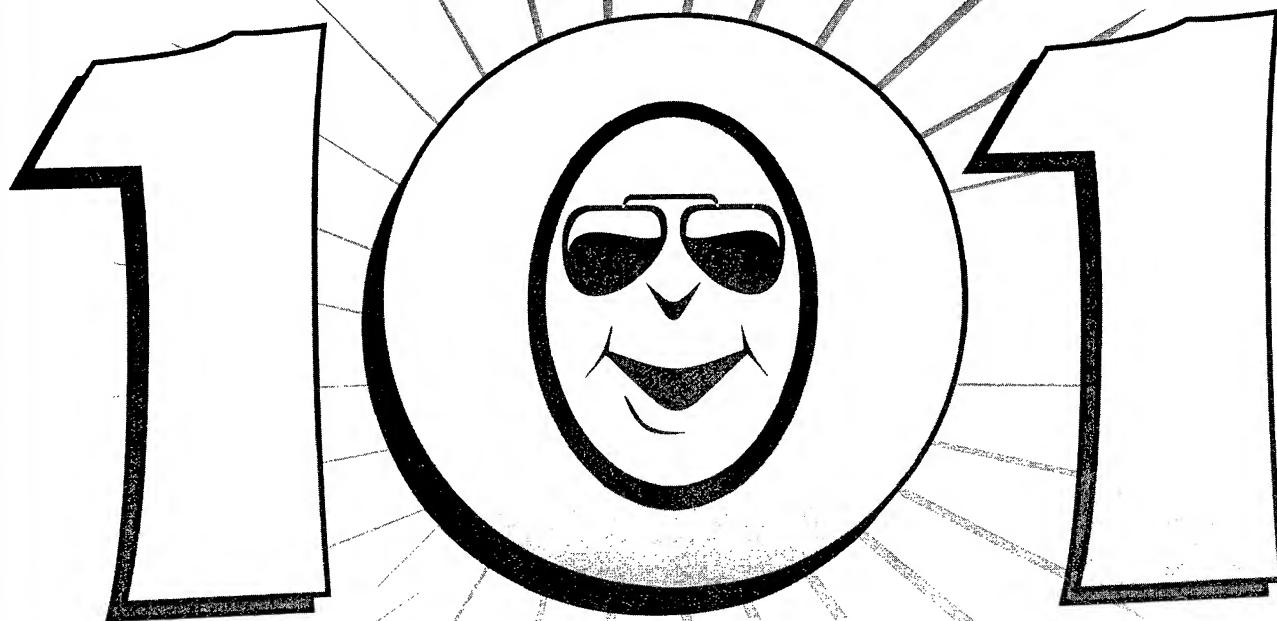
Recent changes in the ACE manuals

TM5-2350-262-10
TM5-2350-262-10HR
LO5-2350-262-12
TM5-2350-262-20-1 & -2
TM5-2350-262-20-3
TM5-2350-262-34
TM5-2350-262-24P
TM5-2815-240-34&P

Operator's Manual
Hand Receipt
Lubrication Order
Organizational Maint Manual
Hydraulic Troubleshooting
Direct Support Maint Manual
RPSTL
Eng Maint Manual and RPSTL

Change 5, March 2000
Revision, March 2000
Discontinued
Change 3, March 2000
Change 2, March 2000
Change 2, March 2000
Revision, March 2000
Change 3, March 2000

25 MAY thru 3 SEPTEMBER



101 DAYS OF SUMMER

PLAN TO WORK AND PLAY SAFELY

